

(3) The specifications for the face of the moving deformable barrier are provided in the drawings shown in DSL–1285, dated October 1991, and DSL–1286, dated August 20, 1980.

(4) The specifications for the ballast installation and details concerning the ballast plate are provided in drawings shown in DSL–1279 and DSL–1280, both dated August 20, 1980.

(5) The specifications for the hub assembly and details concerning the brake are provided in drawings shown in DSL–1283, dated October 1991.

(6) The specifications for the rear guide assembly are provided in drawings shown in DSL–1284, dated August 20, 1980.

(7) The specifications for the research axle assembly are provided in drawings shown in DSL–1287, dated October 1991.

(8) The specifications for the compliance axle assembly are provided in drawings shown in DSL–1290, dated October 1991.

(c) In configuration 2 (with two cameras and camera mounts, a light trap vane, and ballast reduced), the moving deformable barrier (crabbable axle), including the impact surface, supporting structure, and carriage, weighs 3,015 pounds, has a track width of 74 inches, and has a wheelbase of 102 inches.

(d) In configuration 2, the moving deformable barrier has the following center of gravity:

X = 44.2 inches rear of front axle  
Y = 0.3 inches left of longitudinal center line  
Z = 19.7 inches from ground.

(e) The moving deformable barrier has the following moment of inertia:

Pitch = 1669 ft-lb-sec<sup>2</sup>

Roll = 375 ft-lb-sec<sup>2</sup>

Yaw = 1897 ft-lb-sec<sup>2</sup>

[55 FR 45779, Oct. 30, 1990; 56 FR 47011, Sept. 17, 1991, as amended at 57 FR 7558, Mar. 3, 1992; 68 FR 44472, July 29, 2003]

§§ 587.7–587.10 [Reserved]

### Subpart C—Offset Deformable Barrier

SOURCE: 65 FR 17199, Mar. 31, 2000, unless otherwise noted.

§ 587.11 [Reserved]

#### § 587.12 Incorporation by reference.

Society of Automotive Engineers (SAE) Recommended Practice J211/1 Rev. MAR 95, Instrumentation for Impact Tests-Part 1—Electronic Instrumentation, is incorporated by reference in § 587.15 in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. A copy may be obtained from SAE at Society of Automotive Engineers, Inc., 400 Commonwealth Drive, Warrendale, PA 15096. A copy of the material may be inspected at NHTSA's Docket Section, 400 Seventh Street, S.W., room 5109, Washington, DC, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html).

#### § 587.13 General description.

The offset deformable barrier is comprised of two elements: a fixed rigid barrier and a deformable face (Figure 1). The fixed rigid barrier is adequate to not deflect or displace more than 10 mm during the vehicle impact. The deformable face consists of aluminum honeycomb and aluminum covering.

#### § 587.14 Deformable face component dimensions and material specifications.

The dimensions of the deformable face are illustrated in Figure 1 of this subpart. The dimensions and materials of the individual components are listed separately below. All dimensions allow a tolerance of ±2.5 mm (0.1 in) unless otherwise specified.

(a) Main honeycomb block.

(1) *Dimensions.* The main honeycomb block has a height of 650 mm (25.6 in) (in the direction of honeycomb ribbon axis), a width of 1,000 mm (39.4 in), and a depth of 450 mm (17.7 in) (in the direction of honeycomb cell axis).

(2) *Material.* The main honeycomb block is constructed of the following material. The honeycomb is manufactured out of aluminum 3003, with a foil thickness of 0.076 mm (0.003 in) ±0.004 mm (0.002 in) a cell size of 19.14 mm (0.75 in), a density of 28.6 kg/m<sup>3</sup> (1.78 lb/